

# METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



April 2, 2009

The Honorable Frank Wolf  
United States House of Representatives  
Washington, DC 20515

Dear Mr. Wolf:

I am writing in support of the amount of Federal Fiscal Year 2010 Federal Transit Administration Section 5309 (New Starts) funding the Metropolitan Washington Airports Authority (Airports Authority) is requesting for Phase 1 of the Dulles Corridor Metrorail Project – Extension to Wiehle Avenue (the Project). In accordance with the funding schedule contained in the Project Full Funding Grant Agreement, executed on March 10, 2009, the Airports Authority is requesting an appropriation of \$85 million for FFY10. The Airports Authority is the designated grantee for the Project, and is working in full cooperation with our Phase 1 partners including the Federal Transit Administration, Commonwealth of Virginia, Fairfax County, Loudoun County, and the Washington Metropolitan Area Transit Authority (WMATA).

The Airports Authority is planning to construct a 23.1 mile extension of WMATA's 106-mile Metrorail System from Fairfax County to Dulles Airport and beyond to Route 772 in Loudoun County. Phase 1 of the Project is the initial 11.6 miles from the current Metrorail Orange Line near the West Falls Church Station to Wiehle Avenue in Reston, providing direct service to Tysons Corner. Phase 2 will complete the rail line to Dulles International Airport and Route 772.

Funds will be used for the Final Design and Construction of the Metrorail extension (including five new stations, a major Park and Ride lot at Wiehle Avenue, improvements to the existing West Falls Church Service and Inspection Yard, and the purchase of 64 Metrorail vehicles) that will run from the current Metrorail Orange Line to Wiehle Avenue in Reston, Virginia. The rail extension will connect the major activity centers in the Dulles Corridor (including Tysons Corner and Reston), expand the reach of the existing regional rail system, provide additional capacity for users going to and coming from the downtown core, offer a viable alternative to automobile travel in an extremely congested corridor, and encourage future transit-oriented development.

Construction opportunities are increasing now that the Project is underway. The current staffing of 280 positions will rise to 700 positions by the end of 2009. These jobs are both construction craft workers, and non-manual workers, will be filled from the local labor market, and will continue for several years until completion of construction. It is estimated that for every

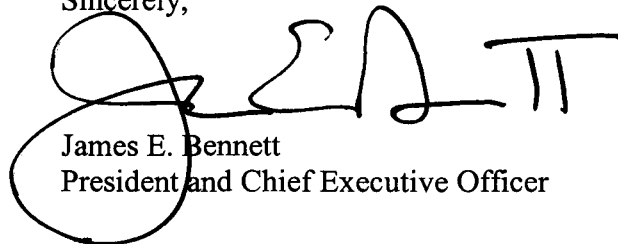
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Page 2

construction dollar spent in the metropolitan Washington region, another \$0.76 is spent in secondary purchases. The total economic impact of Phase 1 of the Project is expected to be over \$600 million in 2009.

Over the next 20 years in the Dulles Corridor employment will increase by 63 percent, population by 45 percent and travel demand by 45 percent. Metrorail service in the corridor will improve mobility and serve increased travel demand; buttress air quality, energy conservation and climate change goals; increase transit capacity to address limitations of the existing roadway network; promote job growth and improve quality of life.

Many thanks for your continued steadfast support for the Project. Please do not hesitate to contact me if there is anything further I can do to be of assistance with this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'JEB', with a large circular flourish on the left side.

James E. Bennett  
President and Chief Executive Officer

JEB:dl